Supercargoes

- Supercargoes are teams of soldiers who accompany, supervise, guard, and maintain unit equipment aboard the ship. An essential part of their job is to monitor and correct equipment lashings and tie-downs during movement. They also provide key control, note items that cannot be repaired en route, and brief the port commander at the SPOD on vehicle conditions and any peculiar aspects of the cargo.
- Supercargoes are the deploying unit commander's on-board representatives during the movement of unit equipment on a ship. While the exact composition of the supercargo team depends on several factors, it generally consists of an OIC/NCOIC, classified/sensitive cargo escorts, and selected maintenance personnel for the type and quantity of equipment being shipped.

Supercargoes

- The composition of the supercargo team depends on the number of passenger berths available, the amount and mix of vehicles and equipment deployed, the length of voyage, and the number of units deploying equipment on a ship. Working and living conditions are austere, but with proper planning, the travel should not result in hardship.
- Mechanics are required for wheeled and tracked vehicles, aircraft, and communications equipment. Supercargo personnel must be experienced and licensed on all types of vehicles being shipped. Though it may not be practical for each supercargo to be licensed on each vehicle deployed, the team must consist of qualified drivers for each vehicle on the ship.

Supercargoes

- **Supercargoes are critical to shipping and maintaining the operational readiness of equipment to enhance the unit's effectiveness on arrival in the overseas theater. The supercargo team performs the following:**
  - Makes periodic checks of unit cargo aboard the vessel.
  - Maintains key control of vehicles.
  - Makes repairs as practicable.
  - Documents those items that could affect discharge operations.
  - Provides maintenance support and liaison during cargo reception at the SPOE and during ship loading and discharge operations and SPOD clearance operations.

Supercargoes

- **The following rules help supercargoes do their job safely and effectively:**
- **Rule 1: The captain is the ultimate authority on the ship. His word is absolute law, and every individual must obey him.**
- **Rule 2: The first mate is the captain's right-hand man. If you are having a problem, go to the first mate. Before the ship sails, the first mate should brief supercargo officers and NCOs on the following:**
  - **General safety requirements.**
  - **Fire and lifeboat drill and stations.**
  - **Life preserver requirements.**
  - **Restricted deck areas.**
  - **Situations (fire or ship taking water) that require immediate notification of the ship's crew and what to do in each case.**
  - **The ship's layout including emergency escape hatches.**
  - **Whistle signals and their meanings, such as collision warning whistle and abandon ship whistle.**
  - **The chain of command.**
  - **Call signs for ship's officers (for use when supercargoes are issued ship's hand-held radios).**

Supercargoes

- **The following is a list of responsibilities for supercargoes and major commands.**

- **The commander, MSC must do the following:**
  - **Provides MTMC with berthing availability for supercargoes and indicates maximum number of berths per ship.**
  - **Assumes operational control of supercargoes when they sign in aboard ship.**
  - **Orients and briefs supercargoes on the ship's layout and facilities, ship**
  - **procedure, protocol, and contacts during the voyage.**
  - **Provides the vessel captain or first mate with a copy of the SOP.**

- **The commander, MTMC will do the following:**
  - **Coordinates with MSC for the number of supercargoes required on the planned report date.**
  - **Provides a copy of the SOP to the supercargo OIC/NCOIC.**
  - **Provides cargo operation orientation briefing to appropriate port authorities.**
  - **Assumes operational control of supercargoes until they report onboard ship. (Supercargoes are released upon completion of port clearance operations at the SPOD to the deploying unit.)**

Supercargoes

- **Commanders of installations and units will do the following:**
  - **Select and brief individuals. Supercargoes must be familiar with the overall concept of deployment and must be able to brief the MTMC terminal commander at the SPOD on the status of equipment.**
  - **Appoint individuals on orders (using DA Form 1610-R) as supercargoes.**
  - **Dispatch a message to the MACOM, MTMC, and MSC identifying selected individuals by name, rank, service number, and unit.**

Supercargoes

- **The supercargo OIC/NCOIC will do the following:**
  - Reports to the port commander immediately upon arrival at the SPOE.
  - Finalizes berthing, messing, and personal hygiene arrangements of the supercargoes with the vessel captain or first mate. Problems are brought to the attention of the MTMC port commander or MSC representative for resolution.
  - Is responsible for discipline, such as counseling, remedial training, and uniform, and administration of Army personnel. (The parent unit keeps authority to impose non-judicial punishment.)
  - Instructs supercargoes on their responsibility to comply with the vessel regulations.
  - Coordinates supercargo routine and emergency duty stations with the vessel captain or first mate.
  - Establishes a duty roster for supercargoes for continued coverage of the cargo operation and full responsiveness to the MTMC port commander or vessel first mate.
  - Gets permission to send personnel into the cargo areas to perform maintenance or other work from the vessel captain or first mate.
  - Maintains 24-hour watch, surveillance, or contact with the vessel's first mate.
  - Provides key control measures

Supercargoes

- **The supercargo OIC/NCOIC will do the following (cont'd):**
  - Uses DA Form 1594 to record or log daily supercargo activities.
  - Identifies any special load/discharge requirements and specifies vehicles with
  - problems, such as fluid leaks or flat tires.
  - Provides status reports to the vessel's first mate on vehicle and equipment checks.
  - Attends port operations meetings at the SPOE and SPOD to be familiar with operations and vehicle status.
  - Reviews the SOP with the vessel's captain or first mate. It is important that they discuss and clearly understand the role/relationship of supercargoes aboard ship.
  - Provides the first mate a manifest of the supercargoes (full name, rank, social security number, unit, place of birth, and citizenship) and leaves a copy with the port commander.• Checks with the first mate before the ship sails to verify if additional information is required.
  - Briefs team members on expected weather conditions for the next 24 hours so they can dress appropriately.
  - Establishes a buddy system to check holds and makes sure each team entering a hold has a radio and checks into and out of the hold on the supercargo radio net. Records reported discrepancies for the next day's briefing and plans proper corrective actions. Supercargo team members do not go into holds alone without a radio. If the member falls and is injured, he will not be missed until the next team accountability time.

Supercargoes

- **The supercargo OIC/NCOIC will do the following (cont'd):**
  - Checks the aircraft and vehicle lashings to make sure they are properly tightened but not over-tightened.
  - Drills the supercargo team on lifeboat and abandon ship procedures.
  - Checks all the holds for running vehicles.
  - Reports suspected damage or pilferage to the MTMC port commander or designated representative.
  - Provides key control of vehicles and helps port operations personnel maintain keys.
  - Periodically starts vehicles near loading/discharging ramps to prevent hindering vessel discharge. The supercargo OIC/NCOIC pays special attention to vehicles loaded on ramps and on the deck. Not only are the walking areas in these locations treacherous, but also loose lashings and missing chocks could result in losing a vehicle over the side or having the vehicle break loose on the ramp and hit the ship's watertight doors at the bottom of the ramps. He also gets team members to stow all supercargo gear as soon as possible after consultation with the first mate.

Supercargoes

- **COMMAND AND CONTROL.** Upon arrival at the SPOE, supercargoes are under the operational control of the port commander. While onboard a ship, the supercargoes are under the command and control of the vessel's captain or first mate. Upon arrival at the SPOD, supercargoes are under the operational control of the port commander. Supercargoes are normally released to the unit on completion of port clearance operations.
- **DOCUMENTATION.** Supercargoes may use the following during vessel operations.
- **DUTY LOG.** Supercargoes should use DA Form 1594 to record their daily activities. Mandatory entries include checks of equipment, key control actions, and damage reports. If the situation is severe, request the information be transmitted to the SPOD from the ship while en route.

Supercargoes

- **DEFICIENCIES.** Use DA Form 2404 to note deficiencies and any corrective actions on vehicles and equipment. Complete the form with three copies. Attach one copy to the original DA Form 1594 and give it to the port commander. Attach another copy to the DA Form 1594 that is given to the unit commander of the supercargoes. One copy is attached to the piece of equipment.
- **EQUIPMENT.** In addition to personal items required to support the supercargo, sufficient maintenance-related items must accompany the supercargo. This includes but is not limited to the following:
  - Tool set, general mechanic's (one per mechanic).
  - Jumper slave cable (one set per deck).
  - One battery charger.
  - Limited Class III and IX items required for repair en route, such as batteries, headlights, reflectors, oil, lubricants, and deicer.